

and head were bare. Her body was found in a crouching position, and it was plain that she had died from the effects of the cold.

#### LETTING THE SNOW LIE IN THE STREETS COMMISSIONER BEATTIE SAYS HE HAS NO MONEY AND CAN'T REMOVE IT.

The big snowstorm gave Mr. Beattie's Street Cleaning Department a fine opportunity to call for more money, and the Commissioner embraced it with shrewd and eagerness. Deputy Commissioner Dalton appeared before the Board of Estimate when it assembled yesterday, representing the department and Commissioner, and said that \$12,000 should be turned over to them at once, for the purpose of getting away with the snow. Mr. Dalton added that Mr. Beattie had only \$3,700 left of the "snow and ice" appropriation, and that the storm in progress would cost \$15,000 to handle. He thought that the money could be transferred from another account. The subject was referred to Controller Myers, who will report upon it this morning. If it shall be discovered that Mr. Beattie has so devastated all the several accounts that nothing much is left, it is probable that the Public Works and Tax Departments will be requested to supply the required funds.

This is New-York's third snowstorm this season. The other two cost the city \$6,000 and \$3,000 each to scrape up and cart away the snow. It was admitted by the department yesterday that nothing was done to relieve the city of the present snowfall, except in some of the principal streets and crossings. The excuse given is that as many men are now employed on the streets as there is money to pay them, but it is admitted that this force is wholly inadequate to make proper headway against the elements. The enterprising city of New-York will have to suspend a great part of its business and wait for Providence, in the form of sun or rain, to come and break the icy fetters which have bound its trade and commerce.

Martin J. Keese, of the City Hall, went courageously to work yesterday with the small force at his disposal to clear away the snow from the City Hall steps and the approaches to the buildings. West Park was also opened to the public, all without any assistance from the street Cleaning Department. It is later reported that something of Kees' determination and zeal, there would be cleaner streets all over the city.

#### MAILED ARRIVE HERE LATE. GREATER DELAY OF ONCOMING TRAINS EXPECTED TO DAY.

The mail service is extremely sensitive to the influence of a big storm, and was much affected by the snow and wind. Up to 7 a. m. yesterday the mails came in regularly, but after that time the storm began to show its hand. Its effect was first visible in the late arrival of mails from the Southwest and West. For a while the New-England mails came in with tolerable regularity, but as the van of the storm swept past New York City and dashed up to the Northeast, trains from Massachusetts, Connecticut and Maine were delayed.

The big mails from various centers with letters for the early morning delivery all came in on time, so the postal business was not incommoded by the storm as it might have been had the storm arrived a few hours sooner. The early trains from the West came here in the midst of the early part of the storm and were not hindered much. The big mail from San Francisco, which is purely reinforced at Chicago and other points, did not reach the Postoffice until about 2:30 p. m., although it is due at 11:25 a. m. The train from Pittsburgh, instead of getting here on schedule time, 7:25 a. m., did not arrive until three or four hours later. Mails from the South and Southwest were about three hours late.

The postal officials, however, expect to be confronted with a much more serious state of affairs to-day. Trains arriving from a distance will have had to travel in the storm's path for two days, instead of only one, as was the case with yesterday's trains, and the delays will be much longer.

In the city the letter-carriers had a hard time making progress in their work, and were all more or less late.

Owing to the impossibility, caused by the storm, of transporting the mails by wagons to the railroad stations, and on schedule time, Postmaster Van Cott found it necessary to close all outgoing mail-trucks in advance of the advertised hours, and notify the public when they could be expected. This action, it is felt, necessarily caused a delay of such letters as were posted less than half an hour before the usual time; this was deemed preferable to running the risk of failure to connect with trains, which would have involved the detention of the entire mails.

#### OBSTRUCTIONS TO TRAINS. RAILROAD OFFICIALS OVERCOME THEIR TROUBLES ENERGETICALLY.

There was considerable delay on the trains coming into New York at the Grand Central station owing to a number of causes for which the storm was mainly responsible. The tracks on the main line from this city to Albany were reported to be clear, but the delay was caused on the tracks of the Harlem Railroad, on which a large number of trains run daily. The snow fell so thick and fast and came from so many different directions that the switchmen in the towers were unable to see the trains at any distance. This made it impossible to run the trains at any but an extremely slow rate of speed. It began first with the early morning trains, which were considerably behind time, and along toward the early forenoon, when the incoming traffic was heaviest, the trains were from one to two hours late. This caused much discomfort to thousands of people who had been out of town over Christmas Day and were hurrying back to business. A large number of people who were on the local trains forsook them when they got near the city and took the elevated trains down town. To add to the delay, a locomotive left the track near Mount Vernon and blocked traffic, delaying both the incoming and the outgoing trains. A large number of men were sent out at an early hour yesterday morning to clear the Central's tracks leading into the city. The managers of this road remembered the experiences which the blizzards of 1888 brought and strenuous efforts were made to keep the snow from blocking up the tunnel and delaying traffic of this magnitude. Many large snow-ploughs were sent over the road. The delays for which the storm and the running from the track of the locomotive were responsible held also the outgoing trains from this station considerably behind time. The limited express train, which starts generally at 9:30 a. m., was a few minutes late, and the Chicago express, which gets away at 10:30 a. m. usually, did not leave the station until 11:20 A.M. After the wrecked locomotive had been cleared away the trains left and reached the station on schedule time.

The trains on the various New-Jersey railroads leading into Jersey City were kept fairly clear of snow throughout the day. There was much delay, however, caused mainly by the blinding effect of the storm and the filling up of the switches with snow. Trains into Jersey City ran all right until they got within a few miles of the city. The switches were so filled with snow that they did not work at all well. This was the main reason for the delay upon these roads. A large force of men was employed to keep the switches clear of ice and snow.

Local traffic was not handled smoothly, and the suburban residents as usual suffered his full share of the ill of the storm. New-Jersey, within fifteen or twenty miles of the coast and the Hudson River, was forced to get a much heavier fall of snow than New York City. A strong wind blew across the level streets, piling the snow in drifts and making what a hansom and disengaging task. Trains on the Erie had stopped and remained in the dark at the different cuts. Local trains were late, and there were more or less among stops between the tunnel and the Jersey City station. Every effort was made by the officials to get the cars to clear the snow and when the weather of the winter of the coming storm is considered, great credit is due to this and to the other New-Jersey roads for the vigor with which they set to work to overcome their many difficulties and inconveniences. Passengers were generally good natured and responded to the calls of the conductors.

#### EAD FALLS ON SLIPPERY WALKS.

John Reily, thirty-five years old, of No. 465 Washington-st., was taken to St. Vincent's Hospital suffering from a scalp wound received by falling on the side-walk and sprained his ankle at James Slip. He was taken to the Chambers Street Hospital.

Daniel O'Neil, twenty-eight years old, of No. 15 Morris-st., slipped on the sidewalk in front of No. 73 Washington-st., and broke his right arm. He was removed to the Chambers Street Hospital.

Catherine Rocke, fifty-two years old, of No. 100 Pearl-st., Brooklyn, fell on the sidewalk at Canal-st. and the Bowery and fractured her arm. She was sent to the Charité Hospital.

August Comolox, fifty-eight years old, of No. 5 Forsyth-st., fell on Grand-st. and hurt her back. She was sent to the Governor's Hospital.

Jacob H. Miller, forty-four years old, of No. 35 East Ninth-st., fell in front of his home and broke his leg. He was sent to St. Vincent's Hospital.

#### FEERRYBOATS COME TOGETHER WITH A CRASH.

While the blinding snow was coming down in a manner to make the navigation of the East River a difficult matter yesterday morning, a collision took place between the Fulton Ferry boats Columbia and Fulton. The Columbia was on her sport's trip from

Newark, and the Fulton was coming over from Brooklyn. They met in the middle of the river and came together with a crash. The Fulton was crowded with people, and there was considerable confusion for a time on both boats. The side of the men's cabin on the Columbia was badly smashed, but she was able to continue her regular trip. The Fulton injured one of her rudders, and was laid off. No one was hurt by the collision.

#### TRROUBLE WITH TRAFFIC IN BROOKLYN. WATER TANKS FREEZE AND ELEVATED TRAINS FAIL TO START ON TIME.

Considerable delay to streetcar travel was caused by the storm in Brooklyn yesterday and teams were doubled and snow-ploughs put in use early in the day. There was general rejoicing that the storm held off until after Christmas, as it would have interfered so greatly with the enjoyment of the holiday. The snow began falling early in the morning, but turned into sleet in the afternoon. Little difficulty was caused with the telegraph and telephone wires, as the snow was not moist enough to cling to them and weight them down. The usual halt in shopping on the day after Christmas was much greater than usual and the buyers were few and far between. The wind was not high enough to do serious damage, but it did the snow in exposed places.

The ferryboats Fulton and Columbia, of the Fulton Ferry line of the Union Ferry Company, came in collision off Fulton-st. at 6:30 a. m. The Columbia was going out and the Fulton was waiting to enter the slip. The tide carried the former against the latter with a crash. Both vessels were somewhat damaged and had to be laid up for repairs. No one was hurt.

The regular travellers on the Fifth-ave. elevated road suffered some inconvenience in the morning, but chanced a little in spite of it. The Fifth-ave. line won't run trains all night. The Kings County regular patrons of the road miss the last train some of them by reason of business exigencies; others because of social engagements in New York. While the long-distance restoration of traffic was effected, the elevated railroad was the victim. The tank which supplied water were frozen solid, and needed a thawing out. Of course if the Fifth-ave. company ran trains at short intervals all night long, the tank wouldn't have a chance to freeze again. So the company of the elevated company was ennobled by the delay.

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#### IN SURROUNDING PLACES.

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A report from Flemington, Hunterdon County, N. J., said that trees were blown down by the driving gale and fences and embankments were demolished. As a funeral procession was proceeding to a cemetery near Sargeantsville a blast of wind carried a horse and wagon, driven by Mr. George H. Larson, and threw them across the road and over the fence. Two other teams were blown against the fence, the occupants being badly injured. The sleds were not injured, and the horses were unharmed.

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